

## UNITED STATES COAST PILOT CORRECTIONS

### COAST PILOT 7      33 Ed 2001      Change No. 8 LAST NM 12/02

Page 168—Paragraph 21, line 7; read:  
mandatory. (See **161.1 through 161.60**, chapter 2, for rules  
...  
(33 CFR 161) 15/02

Page 333—Paragraph 12, lines 1 to 2; read:  
A **Cooperative Vessel Traffic Service (CVTS)** has been  
established in Haro Strait and the Strait of ...  
(33 CFR 161) 15/02

Page 334—Paragraph 13, line 2 to Paragraph 14; read:  
**operating in the Cooperative Vessel Traffic Service**  
**(CVTS) are given in 161.1 through 161.23, and 161.55**,  
chapter 2. In addition, a CVTS Users Manual, which con-  
tains useful information for operating in the CVTS area, is  
available from Commanding Officer, USCG Vessel Traffic  
Service, 1519 Alaskan Way South, Seattle, WA 98134-1192.  
(33 CFR 161; CL 2018/01) 15/02

Page 335—Paragraph 55, lines 4 to 6; read:  
waters, are a regulated navigation area. (See **165.1 through**  
...  
(CL 2018/01; 33 CFR 165) 15/02

Page 335—Paragraph 59, line 6; read:  
Most traffic lanes are 1,000 yards wide and are separated by  
...  
(CL 2018/01) 15/02

Page 335—Paragraph 61, line 2; read:  
Traffic Service are given in **161.1 through 161.55**, chapter 2.  
In ...  
(33 CFR 161; CL 2018/01) 15/02

Page 336—Paragraph 73, line 9; read:  
VHF-FM channel 13.  
(CL 2018/01) 15/02

Page 339—Paragraph 148, line 3; read:  
(See **161.1 through 161.55**, chapter 2, for regulations, and ...  
(33 CFR 161) 15/02

Page 342—Paragraph 203, line 3; read:  
(See **161.1 through 161.55**, chapter 2, for regulations, and ...  
(33 CFR 161) 15/02

Page 356—Paragraph 395; read:  
**Towage.**—Tugs may be arranged through the marine  
exchange, which monitors radiotelephone VHF-FM chan-  
nels 9 and 20.  
(CL 2018/01) 15/02

Page 359—Paragraph 461, line 3; read:  
(see **161.1 through 161.55**, chapter 2, for regulations, and ...  
(33 CFR 161) 15/02

Page 363—Paragraph 7, line 5; read:  
these areas. (See **161.1 through 161.55**, chapter 2, for regu-  
lations, ...  
(33 CFR 161) 15/02

Page 363—Paragraph 15, lines 4 to 6; read:  
waters, are a regulated navigation area. (See **165.1 through**  
...  
(CL 2018/01) 15/02

### COAST PILOT 7      33 Ed 2001      Change No. 9

Page 201—Paragraph 581, lines 7 to 9; read:  
**Arguello Light** (34°34'37"N., 120°38'55"W.), 100 feet  
above the water, is shown from a 20-foot high post on the W  
end of the point.  
(LL/01; 3/02 CG11) 15/02

Page 220—Paragraph 223, line 12; read:  
marked by lights on the E and W ends.  
(LL/01; 48/01 CG11) 15/02

Page 324—Paragraph 78, lines 3 to 5; read:  
octagonal pyramidal tower on the seaward side of Point Che-  
halis.  
(42/01 CG13; LL/01) 15/02

Page 338—Paragraph 124, lines 4 to 6; read:  
sunken wrecks are in the W part of the bay in about  
48°22'22"N., 124°37'15"W., and in the NE corner of the bay  
in about 48°22'39"N., 124°36'20"W. Caution is advised when  
anchoring in the vicinity ...  
(CL 211/02; NOS 18484) 15/02

Page 390—Paragraph 314, lines 7 to 9; read:  
chapter 2, for limits and regulations.) **Naval security zones**  
are adjacent to the Naval Submarine Base. (See **§165.1302**  
**and §165.1311**, chapter 2, for limits and regulations.) A 500-  
foot radio ...  
(FR 7/9/01) 15/02

Page 395—Paragraph 396; strike out.  
(LL/01; 45/01 CG13) 15/02

Page 434—Paragraph 553, line 2 to Paragraph 554; read:  
becomes extremely hazardous. There is usually a strong rip  
current crossing the channel at this time.  
On the NW side of the basin is a shipyard; the marine rail-  
way at the shipyard can handle vessels up to 125 feet long. A  
harbor agent controls the basin facilities.  
(CL 1839/01) 15/02

**COAST PILOT 7                      33 Ed 2001                      Change No. 10**

Page 95—Paragraph 1885, line 3; read:  
accordance with international law.

*Fuel oil* means any oil used as fuel for machinery in the vessel in which it is carried.  
(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1898, line 2; read:  
tons without cargo, fuel oil, lubricating oil, ballast water, fresh ...  
(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1904; read:  
*MARPOL 73/78* means the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating to that Convention. A copy of MARPOL 73/78 is available from the International Maritime Organization, 4 Albert Embankment, London, SE1, 7SR, England.  
(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1925, line 4 to Paragraph 1926; read:  
carbons as well as animal and vegetable oils.

*Oil cargo residue* means any residue of oil cargo whether in solid, semi-solid, emulsified, or liquid form from cargo tanks and cargo pump room bilges, including but not limited to, drainages, leakages, exhausted oil, muck, clingage, sludge, bottoms, paraffin (wax), and any constituent component of oil. The term “oil cargo residue” is also known as “cargo oil residue.”

*Oily mixture* means a mixture, in any form, with any oil content. “Oily mixture” includes, but is not limited to—

- (1) Slops from bilges;
- (2) Slops from oil cargoes (such as cargo tank washings, oily waste, and oily refuse);
- (3) Oil residue; and
- (4) Oily ballast water from cargo or fuel oil tanks, including any oil cargo residue.

*Oil residue* means—

- (1) Oil cargo residue; and
- (2) Other residue of oil whether in solid, semi-solid, emulsified, or liquid form resulting from drainages, leakages, exhausted oil and other similar occurrences from machinery spaces.

(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1929; strike out.  
(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1932; read:

*Petroleum oil* means petroleum in any form, including but not limited to, crude oil, fuel oil, sludge, oil residue, and refined products.  
(FR 11/2/01; CL 1981/01) 15/02

Page 96—Paragraph 1935, line 2 to Paragraph 1936; read:  
into a tank that is completely separated from the cargo oil and fuel oil system and that is permanently allocated to the

carriage of ballast.

*Slop tank* means a tank specifically designated for the collection of cargo drainings, washings, and other oily mixtures.  
(FR 11/2/01; CL 1981/01) 15/02

Page 97—Paragraph 1948, line 6; read:  
and certify vessels on their behalf under the MARPOL 73/78.  
(FR 11/2/01; CL 1981/01) 15/02

Page 99—Paragraph 2041, line 1; read:  
(2) Carries petroleum oil in bulk as cargo or oil cargo residue; ...  
(FR 11/2/01; CL 1981/01) 15/02

Page 137—Paragraph 3332, line 4; read:  
instructions of Coast Guard personnel.

**§165.1311 Security Zones; Naval Submarine Base Bangor and Naval submarines, Puget Sound and Strait of Juan de Fuca, Washington.**

(a) *Naval Submarine Base, Bangor, WA.* The following area is a security zone: All waters of Puget Sound, Washington State, enclosed by the following: A line beginning at

47°46'18"N., 122°42'18"W.; thence to  
47°46'32"N., 122°42'20"W.; thence to  
47°46'38"N., 122°42'52"W.; thence to  
47°44'15"N., 122°44'50"W.; thence to  
47°43'53"N., 122°44'58"W.; thence to  
47°43'17"N., 122°44'49"W. and thence along the shoreline to the point of origin.

[Datum: NAD 1983]

(b) *Location of Moving Security Zones.* The following are moving security zones: All United States navigable waters in Puget Sound and the Straits of Juan De Fuca, extending East from Traffic Lane Separation Lighted buoy J (LLNR 16135-755) to the point of moorage, and surrounding all United States Naval Submarines to a radius of 300 yards while in transit on the surface.

(c) *Exemptions.* Vessels that desire access to these zones and are not otherwise exempted as listed in paragraphs (c)(1) through (c)(3) of this section, shall secure permission from Captain of the Port on-scene designated representative(s). Section 165.33 paragraphs, (a), (e), and (f) do not apply to the following vessels or individuals on board those vessels:

(1) Public vessels of the United States, other than United States Naval vessels.

(2) Vessels that are performing work pursuant to a contract with the United States Navy that requires their presence in the security zone(s).

(3) Any other vessels or class of vessels mutually agreed upon in advanced by the Captain of the Port and the cognizant Naval Commander. Vessels operating in the security zone(s) under this exemption must have previously obtained a copy of a certificate of exemption permitting their operation in the security zone from the Security Officers established by the respective Naval Base Commander. This written exemption shall state the date(s) on which it is effective and may contain further restrictions on

vessel operations within the security zone as have been previously agreed upon by the Captain of the Port and the cognizant Naval Commander. The certificate of exemption shall be maintained on board the exempted vessel so long as such vessel is operating in the security zone.

(d) *Regulations.* In accordance with the general regulations in §§165.30 and 165.33 of this part, no person or vessel may enter the above security zones unless authorized by the Captain of the Port or his designated representatives. Vessels and persons granted authorization to enter the security zones shall obey all lawful orders or directions of the Captain of the Port or his designated representatives. The U.S. Navy and other federal, state, or local agencies may assist the Captain of the Port in the patrol and enforcement of these zones.

(FR 7/9/01)

15/02